The Public Affairs, Reference Operations Division, shall send a copy of this Notice to the Chief Counsel for Advocacy of the Small Business Administration in accordance with Section 603(a) of the Regulatory Flexibility Act.

Comments are solicited: Written comments are requested on this Initial Regulatory Flexibility Analysis. These comments must be filed in accordance with the same filing deadlines set for comments on the other issues in this Notice of Proposed Rulemaking, but they must have a separate and distinct heading designating them as responses to the Regulatory Flexibility Analysis.

List of Subjects in 47 CFR Part 25

Satellites.

Federal Communications Commission.

Magalie Roman Salas,

Secretary.

[FR Doc. 99–8510 Filed 4–6–99; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 171, 177, 178, 180

[Docket No. RSPA–97–2718 (HM–225A)]

RIN 2137–AD07

Hazardous Materials: Revision to Regulations Governing Transportation and Unloading of Liquefied Compressed Gases

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of Negotiated Rulemaking Committee Meeting.

SUMMARY: RSPA gives notice of a negotiated rulemaking advisory committee (the Committee) meeting for May 4–5, 1999. This notice is issued in accordance with the provisions of the Federal Advisory Committee Act. The purpose of this meeting is for the Committee to negotiate the content of a final rule to be issued by RSPA. The final rule will address requirements for alternative safety standards for preventing and mitigating unintentional releases of hazardous materials during the unloading of cargo tank motor vehicles in liquefied compressed gas service. The public is invited to attend; an opportunity for members of the public to make oral presentations will be provided if time permits.

DATES: The May 4–5, 1999 meeting is scheduled from 8:30 a.m. to 4 p.m.

ADDRESSES: The meeting will take place at the Department of Transportation, Room 6244–6248, 400 Seventh Street, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jennifer Karim or Susan Gorsky, (202) 366–8553, Office of Hazardous Materials Standards, Research and Special Programs Administration, Department of Transportation. Facilitator: Philip J. Harter, The Mediation Consortium, (202) 887–1033.

SUPPLEMENTARY INFORMATION: On March 22, 1999, RSPA published in the **Federal Register** a notice of proposed rulemaking (64 FR 13856) recommending alternative safety standards for preventing and mitigating unintentional releases of hazardous materials during the unloading of cargo tank motor vehicles in liquefied compressed gas service. This proposed rule was developed through consensus by the Committee. The Committee was established to develop recommendations for alternative safety standards for preventing and mitigating unintentional releases of hazardous materials during the unloading of cargo tank motor vehicles in liquefied compressed gas service. Meeting summaries and other relevant materials are placed in the public docket and can be accessed through (http://dms.dot.gov).

Issued in Washington, DC, on April 2, 1999, under authority delegated in 49 CFR Part 1.

Thomas G. Allan,

Acting Director, Office of Hazardous Materials Standards, Research and Special Programs Administration.

[FR Doc. 99–8629 Filed 4–6–99; 8:45 am]

BILLING CODE 4910–60–M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 192 and 195

[Docket No. RSPA–98–4733; Notice 1]

RIN 2137–AD25

Pipeline Safety: Gas and Hazardous Liquid Pipeline Repair

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: We are proposing to adopt a safety performance standard for the repair of corroded or damaged steel pipe in gas or hazardous liquid pipelines. Because present safety standards specify particular methods of repair, operators must get approval from government regulators to use innovative repair technologies. The proposed standard would encourage technological innovations and reduce repair costs without reducing safety.

DATES: Submit written comments by June 7, 1999.

ADDRESSES: All comments should identify the docket number and title of this action, which are stated above in the heading. Comments may be mailed or delivered to the Docket Facility, U.S. Department of Transportation, Room #PL–401, 400 Seventh Street, SW, Washington, DC 20590–0001. The original and two copies should be submitted. Persons who want confirmation of mailed comments must include a self-addressed stamped postcard. Comments may also be e-mailed to ops.comments@rspa.dot.gov in ASCII or text format. The Dockets Facility is open from 10:00 a.m. to 5:00 p.m., Monday through Friday, except on Federal holidays when the facility is closed.

FOR FURTHER INFORMATION CONTACT: L. M. Furrow at (202)366–4559 or furrowl@rspa.dot.gov. Comments may be read on the internet at http://dms.dot.gov. General information about RSPA's pipeline safety program can be obtained at http://ops.dot.gov.

SUPPLEMENTARY INFORMATION:

Current Pipeline Repair Safety Standards

If a pipeline operator discovers an unsafe pipe dent during the construction of a steel gas transmission line or main to be operated at 20 percent or more of specified minimum yield strength (SMYS), DOT safety standards require that the operator remove the dent by cutting out the damaged piece of pipe as a cylinder (49 CFR 192.309(b)). This repair requirement does not allow operators to use new or more innovative technologies to repair the dent.

One of the DOT maintenance standards for steel gas transmission lines operating at 40 percent or more of SMYS similarly disallows the use of new technologies (49 CFR 192.713). Under this standard, if an operator discovers an imperfection or damage to pipe that impairs the serviceability of the line, the operator must either replace the pipe or repair it by installing a full encirclement split sleeve of appropriate design. Although this standard permits operators to use two widely-accepted methods of pipe repair, because it prescribes methods of repair rather than what the repair should accomplish, the standard lacks